

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,351 tons, Captain H. D. Jones.
 S.S. "POWAN," 2,335 tons, Captain R. D. Thomas.
 S.S. "FATSHAN," 2,250 tons, Captain W. A. Valentini.
 S.S. "HANKOW," 2,073 tons, Captain G. V. Lloyd.
 S.S. "KINSHAN," 1,991 tons, Captain J. J. Losina.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,388 tons, Captain J. Willox.
 S.S. "NANNING," 1,369 tons, Captain G. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yanki, Mahning, Komchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-To, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.
 Canton to Tak Hing, Single \$12.50. Return \$21.00.
 Canton to Samshui, Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shinghing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

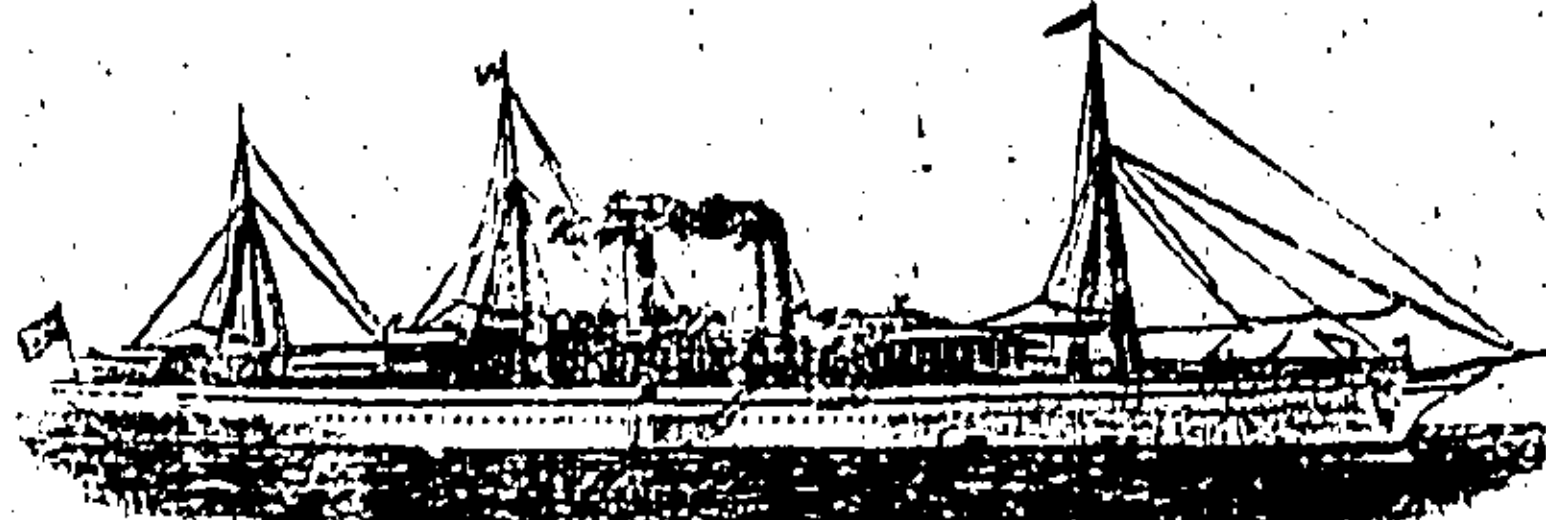
S.S. "TAK HING," Capt. R. Biss. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong to Kongmoon (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kongmoon, Single \$5.00.
 Hongkong to Kumchuk, Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 31st March, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
 R.M.S. "TARTAR," 4,425 Tons, WEDNESDAY, 26th April.
 "EMPEROR OF JAPAN," 6,000, WEDNESDAY, 10th May.
 "ATHENIAN," 7,440, WEDNESDAY, 24th May.
 "EMPEROR OF CHINA," 6,000, WEDNESDAY, 31st May.
 "EMPEROR OF INDIA," 6,000, WEDNESDAY, 21st June.
 "TARTAR," 4,425, WEDNESDAY, 1st July.
 Hongkong to London, via St. Lawrence, 60. Via New York 62.
 Hongkong to London, Intermediate on 64.

THE magnificent "Twin-screw" "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passages apply to

D. W. CRADDOCK, Acting General Agent,
 9, Pedder's Street.
 Hongkong, 19th April, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NASSOVIA	HAVRE and HAMBURG.	27th April. Freight.
Cantieny	(Calling at SINGAPORE & COCHIN).	
SERBIA	HAVRE and HAMBURG.	30th April. Freight.
Jacob	(Calling at S'PORE, PENANG & COLOMBO).	
SLAVONIA	HAVRE and HAMBURG.	2nd May. Freight and Passengers.
Madsen	(Calling at S'PORE, PENANG & COLOMBO).	
SEGOVIA	HAVRE and HAMBURG.	10th May. Freight.
Schoenfeldt	(Calling at S'PORE, PENANG & COLOMBO).	
SENEGAMBIA	HAVRE and HAMBURG.	30th May. Freight.
Jaburg	(Calling at S'PORE, PENANG & COLOMBO).	
C. FERD. LAEISZ	HAVRE and HAMBURG.	13th June. Freight.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO).	
BRISGAVIA	HAVRE and HAMBURG.	27th June. Freight.
Schmidt	(Calling at S'PORE, PENANG & COLOMBO).	
NUBIA	NEW YORK VIA SUEZ.	25th May. Freight.
Habel	with liberty to call at the Malabar coast.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.
 Hongkong, 20th April, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 19th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA.
 ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
 AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.
 N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
PRINZ HITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSER	WEDNESDAY, 10th May.
ROON	WEDNESDAY, 24th May.
DAVERN	WEDNESDAY, 7th June.
LIEPMANN	WEDNESDAY, 21st June.
SACHSEN	WEDNESDAY, 1st July.
SCHARNHORST	WEDNESDAY, 15th July.
PRINZ HEINRICH	WEDNESDAY, 29th August.
PRINZ HITEL FRIEDRICH	WEDNESDAY, 30th August.

ON WEDNESDAY, the 26th day of April, 1905, at Noon, the Steamship "PRINZ HITEL FRIEDRICH," of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 24th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 25th April, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 25th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 2nd May.
PRINZ SEGISMUND	3,302	TUESDAY, 10th May.
WILLEHAD	4,761	TUESDAY, 17th June.

ON TUESDAY, the 2nd May, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain Woltemas, with Mail, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR
 KOBE & YOKOHAMA PRINZ SEGISMUND TUESDAY, 9th May.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA PRINZ WALDEMAR WEDNESDAY, 10th April.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA DAVERN WEDNESDAY, 10th May.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 17th April, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIMETABLE.

WEEK DAYS.
 7.00 a.m. to 7.30 a.m. Every 30 minutes.
 7.30 a.m. to 8.00 a.m. Every 10 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.30 a.m. Every 10 minutes.
 9.30 a.m. to 11.00 a.m. Every 15 minutes.
 11.30 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 10 minutes.
 1.15 p.m. to 1.45 p.m. Every 15 minutes.
 1.45 p.m. to 4.15 p.m. Every 10 minutes.
 4.15 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 6.00 p.m. Every 10 minutes.
 6.00 p.m. to 8.00 p.m. Every 15 minutes.
 8.00 p.m. to 8.45 p.m. Every 10 minutes.
 NIGHT CARS.
 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 30 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 10 minutes.
 12.00 Noon to 1.00 p.m. Every 10 minutes.
 1.00 p.m. to 1.50 p.m. Every 15 minutes.
 1.50 p.m. to 4.00 p.m. Every 10 minutes.
 4.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 10 minutes.
 NIGHT CARS as on Week Days.

Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vaux Road Central.
 JOHN D. HUMPHREYS & SON,
 General Managers.
 Hongkong, 29th December, 1904.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHY.

41 & 43, QUEEN'S ROAD CENTRAL.

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 19th September, 1905.

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice House Road.

IS now in a position, in his New and Commodious Premises, to eclipse as hitherto, ALL PHOTOGRAPHIC ART PRACTICE in the Colony as in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 19th September, 1905.

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS.

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF HIP'S STORES and REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 7th March, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Buildings.

A FOOK & Co., 12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMFRADORS, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms.

Orders solicited.

Hongkong, 22nd February, 1905.

HONGKONG, 22nd February, 1905.

HONGKONG, 22nd February, 1905.

HONGKONG, 22nd February, 1905.

HONGKONG, 22nd February, 1905.

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 78 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

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When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

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C. W. MEAD, C.E., President and Shanghai Manager.
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY,
 CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
 HONGKONG, SHANGHAI AND MANILA.

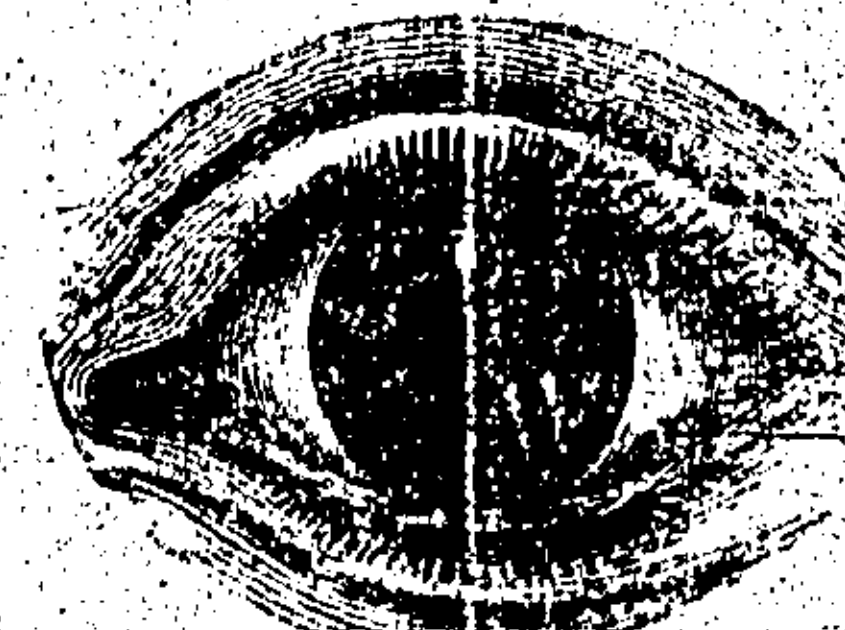
Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.
 A Specialty made of Reinforced Concrete and Concrete Piles.
 Examinations Surveys Reports and Estimates.
 On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 10, D'AGUIAR STREET, HONGKONG,
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON: 21, John Street, Bedford Row, W.C.
 CALCUTTA: 59, Bentinck Street.
 SHANGHAI: 566, Nanking Road.
 Hongkong, 24th March, 1904.

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

J. W. OSBORNE, Proprietor and Manager.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

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AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PATCH, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
 Hongkong, 22nd April, 1904.

Intimations.

WM. POWELL,
LIMITED,
"ALEXANDRA
BUILDINGS,"
Des Vaux Road.

FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)

NOW ON SHOW.
A Splendid New Lot of
Pretty

LAMP
AND
**ELECTRIC-
LIGHT**
SHADES.

Highest Grade
obtainable.

**DAINTY
TEA COSIES.**

**CHIC
TABLE COVERS.**

**ELEGANT
LACE
BEDSPREADS**
with Pillow Shams
to match.

A Large Selection of
the Newest

**ART
CRETONNES
AND
SATEENS.**

**CUSHION
COVERS**
in large variety.

A range of Atkin's
Patent

**SAFETY
FILTERS.**

Newest Patent
WRINGERS
from \$8.50 to \$15 each.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 19th April, 1905.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to sell by
PUBLIC AUCTION,
TO-MORROW,
the 26th April, 1905, at Noon, at the Sam Yick Coal Godown, Mong-kok-lui,
ABOUT 1,200 TONS
KAIPING COAL,
(half Lump and half Small).
A Steam Launch will leave Blake Pier at 11.30 A.M. to convey intending purchasers.
TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 25th April, 1905. [492]

PUBLIC AUCTION.
THE Undersigned have received instructions from P.A. SCHUMBERGER, Esq., to sell by
PUBLIC AUCTION,
TO-MORROW,
the 26th April, 1905, at 2.30 P.M., within his residence, "LYCEUM," The Peak,
THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE
THEREIN CONTAINED.
Comprising:—
TEAKWOOD EXTENSION DINING
TABLE, WHATNOTS, BRUSSELS CAR-
PET, TEAKWOOD WARDROBES with
GLASS, TEAKWOOD BOOK-CASES,
SINGLE IRON BEDSTEPS, BLACK-
WOOD CURIO STANDS, TOOLS, DIN-
NER SERVICE, COOKING STOVE,
&c., &c., &c.

Also
One set of French-made BED ROOM
FURNITURE.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th April, 1905. [486]

PUBLIC AUCTION.
MR. GEO. P. LAMMERT has received instructions to sell by
PUBLIC AUCTION,
TO-MORROW,
the 26th day of April, 1905, at 3 P.M., at his Sales Rooms.

VALUABLE LEASEHOLD PROPERTY,
situate at Victoria, in the Colony of Hongkong,
viz:—

All that PIECE or PARCEL of GROUND
situate at Victoria aforesaid registered in the
Land Office as INLAND LOT No. 1665. Area
689 square feet. Term 75 years. Annual
Crown Rent \$11.00 together with the message
thereon, known as No. 8, Po Hing Fong.

For further particulars and conditions of
sale, apply to:—
JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees,
or to
GEO. P. LAMMERT,
Auctioneer.

Hongkong, 25th April, 1905. [472]

PUBLIC AUCTION.
THE Undersigned have received instructions from E. H. HINDS Esq., to sell by
PUBLIC AUCTION,
ON
FRIDAY,
the 28th April, 1905, at 2 P.M., within his
residence, "Glensiel," The Peak,
THE WHOLE OF HIS
VALUABLE
HOUSEHOLD FURNITURE.

Comprising:—
TEAKWOOD EXTENSION DINING
TABLE and CHAIRS, TEAKWOOD SIDE-
BOARD with BEVELLED GLASS, DINNER
WAGGONS, CANTON CARVED BLACK-
WOOD CABINET, TEA TABLES,
MARBLE-TOP BLACKWOOD TABLE,
STEEL ENGRAVINGS, JAPANESE
SCREENS, DOUBLE and SINGLE BRASS
MOUNTED BEDSTEPS with WIRE and
HAIR MATTRESSES, MARBLE-TOP
WASHBASINS and BUREAU with BE-
VELLED GLASS, DOUBLE TEAKWOOD
WARDROBES with GLASS, &c., &c., &c.

Also
One COTTAGE PIANO, by M. F. Rachals
& Co., Hamburg, One LADY'S and One
GENT'S BICYCLES, One Eastman-Kodak
CAMERA and a number of Scientific BOOKS,
One IRON SAFE by Harris, Goodwin & Co.,
Birmingham and London.

A Large Assortment of PLANTS in Pots.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th April, 1905. [477]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 1st day of May,
1905, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND
at Causeway Bay, in the Colony of Hongkong,
for a term of 75 years, with the option of re-
newal at a CROWN RENT to be fixed by the
Surveyor of His Majesty the KING, for one
further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub- divisions	Locality.	Boundary Measurements.	Area in Sqr. Fts.	Annual Rent	Offer Price
1	1	1	1	1	1
2	2	2	2	2	2
3	3	3	3	3	3
4	4	4	4	4	4
5	5	5	5	5	5
6	6	6	6	6	6
7	7	7	7	7	7
8	8	8	8	8	8
9	9	9	9	9	9
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Hongkong, 23rd April, 1905. [503]

THE ROMANCE OF PAPER-
MAKING.

BY W. T. PALMER.

On the manufacture of paper has blazed the whole progress of civilization. Nations have ever graded in point of culture and power by their ability to produce and use this staple. The clumsy, encrusted brick of the Assyrian races, the costly and scarce parchment of the Persians, the combrous waxed tablets of ancient Greece, each carried these nations to the front of their more savage contemporaries, but their advancement was halting when compared with the intellectual progress of the Egyptians, whose every day medium for the record and interchange of thought was the easily-prepared and convenient papyrus. The subjects on which successive talented generations by the Nile exhausted their powers were by them advanced to a marked degree. The priests and literati, even the educated classes below them, of that far-off time possessed rich stores of various knowledge which modern research, from the vague borderland to which it has with so much difficulty attained, can do little more than guess at. After the fall of Egypt, and the centuries of riot of barbarism in all parts of the world (save perhaps China), men again began to be disatisfied that the noblest acts of their times should be relegated to the uncertainties of legend and ballad, so a new race of scribes began to live in the monasteries and courts of Europe. And perhaps previous to this desire for written histories, the copying of Holy Writ had been carried on. The merging of minor chieftainships into the grand domains and concerns of the Emperors also had its influence on the increased necessity for writing, and as parchment was so scarce the need for a new medium began to be more felt. Thus paper began to be prepared from pulped rags, from straw, from the barks of various trees, so that when the science of printing was again evolved (the Egyptians possessed this secret in its entirety ages before), a plentiful supply was available for the hand presses of Caxton, Wynkin de Worde, and their successors. The history of paper, and the record of its various influences on nations and individuals, from this point onward to the present day, is too wide a subject for this sketch, so again long ages are stepped across to reach the modern story of how paper is made.

Speaking commercially, paper is no longer made of rags. Within the last thirty years four different staples have been used. The first was rags; then surut, a kind of bark brought from India; waste jute was next in use, and now wood pulp. The production of paper in these days is also a very different thing from that detailed by Herodotus in his description of the Delatic wonders. The learned Greek tells how the men of the Nile swamps split the papyrus reeds and took from within the tough covering skin after skin of the most durable material. Machinery costing many thousands of pounds is found in every modern paper-mill; it is in charge of skilled men, its functions are governed by expert mechanics, the material is in charge of capable chemists. Of course, that luxury of connoisseurs, hand-made paper, is still produced in antique implements and by time-honoured methods.

Among the trees in a Norwegian dell men with axes in hand are moving: one steps in front of this foot-thick sapling, and a few powerful swinging strokes bring it down. The branches are rapidly lopped away and the trunk dragged to the water's edge. A push and away the log is whirled seaward. At the mouth of the river the number is diverted into a cross-channel, floated to the wharf and placed on board the vessel for export. Many of the logs from Norwegian forests, however, and all those set aside in Canada for paper manufacture, are reduced to pulp at factories by the shores of those countries. After passing the North Sea the lumber boat arrives at some English port, and here its cargo, unloaded by steam cranes, is placed on railway trucks en route for the mills. The logs are thrown from the trucks into shallow ponds still required for use.

Now the appointed hour has arrived, and a batch of baulks are in the grappling iron. They are carried into the mills and by various machines sawn into small pieces. These are placed in huge boilers with quantities of sulphur and other solvents, and are kept at a high heat for many hours. The wonderful structure of cells and fibres has by that time been broken down, and the resultant mass, after being ground into fine fragments, is drained and pressed between damp rollers. The pulp as it comes through this process is formed into long sheets of the appearance of wet, neutral-tinted flannel, it is also soft and yielding; a finger can be easily pushed through though the sheet is half an inch thick. Thus, in modern mills, the log is reduced to pulp in three or four days; formerly, when water was the only known solvent, the operation took months to perform.

Here let it be added that a portion of the world's wood pulp is not made into paper; paper mache, though in reality a distinct material, is often counterfeited by it, and most of our cards are pulped sheets pressed tough and thin, and covered with a glaze, which permits them to be written upon.

The pulp to be converted into paper is again ground up—for hours this time—with a large quantity of water intermixed. The current of pulp and water is forced round and round an elliptical tank, passing into the "beater," shaped like the paddle-box of an antiquated steamer—on each journey. After hundreds of such passages the breaker fails to make any further impression on the particles, which are then pumped away to another machine, where a constant stream of water clears away all impurities, chance lumps, etc. If the paper is to be coloured a quantity of strong aniline dye is mixed with it at this stage. Now, in turgid streams, the paper runs down towards the "making machine." This is a wonderful in-

vention, a long succession, yet in perfect order of troughs and pulleys and cogs, of falls and diversified wheels, of cold cylinders and steam-heated ones. The material as it is carried along completely changes its nature. Stand a moment by the machine and consider its working. Note also the watchfulness of the man in charge. He is ever tearing out small squares, which he weighs in a delicate balance; his eye is upon the colouring; upon the volume which the machine is dealing with. Should any one of the various pipes fail in its supply the paper is spoiled in comparison to the sample lying before the man in charge. Then, too, the hundred-foot-long monster needs perpetual attention, for unless it runs smoothly the product is simply waste.

The water with paper particles in solution runs down into a transverse tank from which it emerges in a broad "current" on to a slowly moving endless wire mat, which is moving forward. So fine are the meshes that a hundred and sixty are found in a single square inch: the effect of these narrow interstices is that as the wire runs on its forty feet level, the water ebbs away. The little dots of material are left on the surface, and by their own weight fall into a soft pulp. The fibres with which each mite is clothed knit themselves together, and the pressure of a flannel-covered roller completes the process of consolidation. After passing this roller the fabric is strong enough to hold together; it is carefully fed along felt blankets revolving at a slow speed, and then on to a cylinder, twelve feet in diameter, revolving, and heated by steam. This dries the paper, which is to the average eye almost a finished product. Closer observation, however, shows that it could not be written or printed upon: the surface is rough and spongy, blurring at the touch of ink.

The completing processes are now taken in hand. A liquid "size" of resin, china clay, and other ingredients is prepared, and the reel of paper unwound to pass through it. If one side only is to be "finished" this is comparatively simple, but for both sides to be treated the paper is conducted over a mass of rollers till it becomes difficult for the onlooker to say where the real course of the web lies. After sizing the paper is passed between hot rollers—steel tubes heated with steam—and comes out smooth and polished—fit for the pen or the press. The hot-roller treatment is only used to certain classes of paper, for the pressure is sufficient to make unsized paper retain ink without blurring.

The machine by which a reel of paper six feet wide, and perhaps three-quarters of a mile long, is cut into sheets say 20 inches by 30 inches in size, is worth watching. Along a bar at the top of the frame four circular knives are set twenty inches apart; in front of them a long blade is fixed on a shaft running from side to side of the machine. When the paper is fed in and the machine started, the circular blades divide it accurately, while the long blade revolves at a regulated speed so that when thirty inches of the reel have run it has journeyed round to the cutting point again. The deliberate motion of this knife when cutting a sixty inch sheet is in amusing contrast to the whirlwind of slashes when pieces of about ten inches long are going through.

The divided sheets are individually examined; in some the colour is not quite even, a small crease makes another considered imperfect. These sheets are thrown aside, and are sent back to a machine to be ground up, and afterwards remade. The perfect sheets are counted into reams, packed and marketed.

Perhaps a line on two special varieties of paper may be of interest. That tough paper with a muslin fabric apparently interwoven, used for registered envelopes in our post-offices, is made by pressing the muslin into the half-made paper as it passes round the huge steam chest after the journey along the tramloft wire. What is called art paper is much used for some purposes: possessing sides of varying colour, say red and yellow, green and white. Most of this is made by varnishing a yellow sheet red on one side—an easy matter with proper machinery, but the first duplex papers were made by imposing two distinct sheets on top of one another in their half made state, and pressing them together.—E.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	107/16
Do. demand	107/16
Do. 4 months' sight	107/16
France—Bank T.T.	233
America—Bank T.T.	43
Germany—Bank T.T.	191
India T.T.	140
Do. demand	140
Shanghai—Bank T.T.	71 1/2
Japan—Bank T.T.	91 1/2
Yen—Bank T.T.	112

4 months' sight L/C	110 1/2
6 months' sight L/C	110 1/2
30 days' sight San Francisco & New York	46 1/2
4 months' sight	46 1/2
30 days' sight Sydney and Melbourne	107
6 months' sight France	239
6 months' sight	239
4 months' sight Germany	195
Bar Silver	25 7/16
Bank of England rate	24 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
Malwa New	1,140
Old	1,180
Older	1,190
Oldest	1,190
Patna New	1,180
Banar New	1,150
Patna (Paper)	710/110

Intimations.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3.30 P.M.

By Order:
T. F. HOUGH,
Clerk of the Course.
Hongkong, 14th April, 1905. [476]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per Cent. upon contributions for the year 1904 has been declared.

WARRANTS will be issued on the 3rd May.

By Order of the Board,
C. MONTAGUE EDP,
Acting Secretary.
Hongkong, 13th April, 1905. [473]

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty-five per Cent. being Fifteen Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Tails at Exchange 73 at the Chartered Bank of India, Australia and China, or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after the date to Shareholders of record on the 1st April, 1905.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.
Shanghai, 12th April, 1905. [489]

TELEGRAMS.

(Reuters).

The Resignation of M. Delcasse.

LONDON, 23rd April.

President Loubet has summoned M. Delcasse, in an endeavour to personally induce him to withdraw his resignation. M. Bismarck, the minister of instruction, has expressed his conviction that the matter will be arranged.

The German Mission to Peking.

The German Mission is preparing to start for Peking, the tribes along the road are arranging great festivities in its honour.

A CURIOUS STOWAWAY CASE.

Remanded from last week the case in which eight Chinamen were charged with being stowaways on board the s.s. *Nicomedia*, with intent to obtain passages from this port to Portland, Oregon, was called on again before Mr. Hazland, at the Magistracy this morning. The men admitted that they were on board the steamer, but not with the intention alleged against them, as they had arranged with one Ah Ping, a seaman of that vessel, that they should pay what money they could and work on board during the voyage to square off the balance of the passage money. In this way some of the men paid Ah Ping \$50, and agreed to work out the balance, the fare being \$120, while others declined to work and paid \$100 in full for their passages. They had no tickets or receipts, as Ah Ping had told them they would receive them on board. The men had all been in America before, and wished to return there, but they did not have sufficient money, and they thought that the arrangement to work part of their passages was quite usual and regular. They did not intend to defraud anyone or do anything wrong.

Ah Ping was then charged with aiding and abetting the men in stowing away. His Worship said it was clear that the men did not go on board with any wrong intention; they all appeared to be rather stupid, and there was no doubt that Ah Ping, taking advantage of their stupidity, had duped them. They could not be held to be stowaways in the legal acceptance of the term, for the moment they found they were not to be treated like ordinary passengers, but to be hidden away by Ah Ping, they refused to submit, and it was the fault they made over the absence of any bedding, food, or their own belongings that attracted the attention of the officers of the vessel to their presence on board. They were all accordingly discharged.

Mr. P. W. Goldring appeared for the *Nicomedia* stowaways; Mr. R. Harding for the first, Mr. H. K. Holmes for the second, and Mr. Otto Kong Sing for the third aides and abettors.

Mr. R. Harding then rose and, on behalf of Ah Ping, said he must be discharged too, as if there was no stowing away there could be no aiding and abetting thereof. His Worship said it was a difficult point, as undoubtedly Ah Ping had acted with intent. Mr. Harding observed that it was possible that Ah Ping had an arrangement with the officers of the *Nicomedia* to get passengers at what fares he could and make them work out their passages. His Worship said if the vessel were returning here within two weeks he would remand Ah Ping, but he could not do that now, as the *Nicomedia* was not expected back for over three months. Inspector Langley applied that the charge against Ah Ping be amended to one of obtaining money by false pretences. Mr. Harding argued that that case could not be proved without the evidence of the officers of the vessel. His Worship said he would adjourn the case, allowing the accused very small bail to appear when called up, the police to notify him within a week of the expected arrival of the *Nicomedia*. Bail fixed at \$5 cash.

A CASE FROM SINGAPORE.

Inspector Langley then placed nine Chinamen before His Worship, charged with having stowed away on board the s.s. *Lightning* in Singapore, and thus obtained passages thence to this port without paying for same. The inspector applied for a remand for investigations into their antecedents, as the captain of the s.s. *Lightning* had reported that, just prior to her sailing from Singapore, a detective came on board to place two men ordered to be deported from that place on the ship, and stated that a number of prisoners had escaped from the Singapore gaol the previous day, where they were awaiting their trial on the charges of murder and other serious crimes, and it was necessary to communicate with the Singapore police regarding the nine men in question. One of the men bore the marks on his wrists of manacles, which had evidently been forced over his hands. A remand was granted.

Not content with being a stowaway Ching Kwong wandered around the s.s. *Lightning* and annexed the clothing of a bona fide passenger. Mr. Orme sent him this morning to two months' hard labour and six hours in the stock, and to be returned to Singapore at the expiration of his sentence.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 25th at 11:55 a.m. The barometer has risen slightly on the E. coast of China, fallen over Japan and S. China.

The depression is moving NE. in the S. part of the Sea of Japan.

Gradients are slight generally on the China coast and light to moderate SE. breezes may be expected in the Formosa Channel and N. part of the China Sea.

Forecast:—Light SE. breezes, fair.

THE DOCK COMPANY.

AND THE FLEET.

THE ESTABLISHMENTS A FACTOR IN ITS EFFICIENCY.

(From a Correspondent.)

The recent piece of work which was successfully undertaken by the Hongkong and Whampoa Dock Company in connection with the refitting of both the *Albatross* and *Glory* stands out prominently at a time when it is of the utmost importance that the capabilities of Hongkong in this respect should be tested.

It appears that serious defects had been found to have developed in the gun of both these ships in a most unexpected manner, it being most pronounced in the *Albatross*. As we understand it, it is only the turret guns which are really noticeably affected, and the cause of it seems to be traceable to the copper driving band which encircles the base of the projectile and which, cutting into the rifling of the gun as the projectile is forced through the muzzle, imparts the rotary spin to it which keeps it true and straight as an arrow during its passage through the air.

The temperature of cordite in an enclosed space, such as the chamber of a gun, is enormous and if it was not for instantaneous cooling would actually melt the steel wiring of the gun; as a matter of fact, it actually does wash out a minute skin of steel and reduces the muzzle velocity by a few yards every time the gun is fired.

But the melting point of copper, being a good deal lower than that of steel, the effect on the driving band of the projectile would be proportionately greater and the surface would become at any rate considerably softened.

We might, therefore, reasonably expect the driving band to wipe itself on the lining of the gun and leave a trail of copper deposited.

This is apparently what has occurred, only that about the centre of the gun where the temperature, due to the highest pressure, would be greatest a constriction has formed, the copper being more thickly deposited here than anywhere else.

It must be remembered that as these guns are wire guns and therefore have a certain amount of spring in them, the copper would be deposited when the gun was slightly expanded from the pressure, and consequently as the bore assumed normal dimensions again the added thickness of copper would cause the constriction before mentioned. It therefore became necessary to replace these guns by others from the reserve stock. Now the removal of a fifty-ton turret gun and the placing of another in its stead is no mean piece of work. It must surely be gratifying to the Colony no less than to the Naval Authorities that the Dock Company were equal to it.

The gun is secured to the mounting by means of steel bands encircling the chase. These had first to be removed and the gun lifted hydraulically from its bed; huge wooden chocks were placed under it to take the weight while a large wire hawser was passed several times round and knotted as a sling. A piece of timber placed in the knot prevented it from jamming so tight as to prevent it being subsequently untied.

A difficulty now presented itself in the fact of the large sheers of the dockyard not having sufficient take to plumb the centre line of the battleship. This was got over by rigging a secondary pair of sheer legs supported by the first and composed of heavy baulks of timber securely lashed at the heel. It was so arranged that these baulks of timber would be subjected only to a crushing strain which can be best illustrated by the simile of a bow and arrow when the bow is at tension. A second difficulty remained in the fact that the guns could not be lifted direct, but had to be moved from under the turret roof, and this was got over by moving the whole ship in a fore and aft direction as soon as the weight had been taken and reversing the operation when the guns were replaced. No hitch occurred in either of the ships. The great guns were removed and fresh guns placed in their stead without any fuss whatever and both operations were carried out in a single day for each ship.

When one thinks what this might mean in war time the importance of it is obvious. Already the home Government are awakening to the capabilities of private firms and the advantages of subsidising.

There is certainly a good case in point. The erection of plant sufficiently powerful to carry out such an operation in the Naval Yard would be a sore burden on the taxpayer seeing that it would be seldom required and yet must be maintained in good order. Nor is this an isolated case by any means and the assistance of the Whampoa Dock in Hongkong is no small item in the efficiency of the China Fleet and the defences of the Colony.

WANTED IN SIAM.

An application was made before Mr. F. A. Hazland at the Magistracy this morning, on behalf of the Siam Government, under the Fugitive Offenders' Act of 1881, for the extradition of one Kam Rao, late a station-master in the employ of the Royal Siam Railway Department, who is wanted in Siam, to answer to a charge of feloniously stealing and converting to his own use 6-0 Ticals, the property of the said Railway Department. After reading over the depositions forwarded by the Siam authorities, His Worship said he was satisfied that they showed a strong presumption of guilt upon the part of the man whose extradition was sought, and he therefore committed him to Victoria Gaol for fifteen days, pending the order of His Excellency the Governor, during which time the accused was at liberty to apply for *Adami curiam*.

FARNHAM, BOYD & CO., LD.

INTERESTING CORRESPONDENCE.

THE PROJECTED SALE.

SHAREHOLDERS TO BE SAFEGUARDED.

In connection with the special telegram from our Shanghai correspondent published last week, the following correspondence will be read with interest:

Shanghai, 13th April, 1905.

J. R. TWENTYMAN, Esq., Managing Director, Messrs. Farnham, Boyd & Co., Ltd.

SIR,—As shareholders interested in the proposal to sell the Company's business upon the conditions stated in the Directors' circular letter of the 11th September last, and noting the Directors' Report of the results of negotiations to that end, as stated in a further circular letter of the 11th instant, we, the undersigned, desire to express the opinion that the best interest of the Company under its present management, and the future policy of the Directors in regard to the proposed sale of the undertaking.

At the meeting of shareholders held on the 20th September last, you expressed regret that it was not then possible to give fuller details of the offer then submitted, but the meeting was assured that these details would "be provided later on." We therefore now desire to be informed whether, as matters stand, there exists any valid reason which renders it inexpedient that the shareholders be afforded a frank, definite and comprehensive statement on this important matter? We consider that for the proper discussion and elucidation of the question, and to record those views which the shareholders of the Company are properly entitled to express, the Directors' letter of the 11th inst. is entirely inadequate and that the only satisfactory course to be adopted lies in convening an extraordinary meeting of shareholders at an early date.

Addressing you, Sir, as prime mover in the scheme which, received in good faith as a "firm offer" has undoubtedly induced a considerable section of the public to invest in the stock, we consider it due to the shareholders that explicit information should now be afforded on several points which the Company's latest circular letter leaves unexplained. Moreover, we regarded it as essential to the future prosperity of the undertaking that the conduct of its business and the position of its stock in the local market should be as far as possible dissociated from that element of speculation and uncertainty to which it must inevitably be exposed by such incidents as the recent negotiations. Apart from our individual interests as shareholders, we recognise the fact that the reputation and management of Shanghai's largest industrial undertaking must have far-reaching results on the business and credit of the community as a whole and we would therefore ask you, as Managing Director, to place all the facts of the present situation unreservedly before a meeting of shareholders for the information of the public.

Amongst matters on which we consider further information necessary are the following:—1.—What is the personnel and financial standing of the London Syndicate? Was it definitely constituted in September of last year?

2.—What was precisely the nature of the original "firm offer," and by whom was it conveyed?

3.—Is the Syndicate's present offer in a definite form and unconditional? Is there any time limit?

4.—What do the Directors recommend in regard to the present offer? What steps, if any, are being taken as regards future negotiations?

In conclusion, and supplementing the above, we would suggest that if you concur in the advisability of convening a meeting of shareholders for discussion of the Company's business and prosperity, it would be well to take the sense of that meeting as to the expediency of including in the Directorate of the Company one or more "outside" members. It is our conviction that public confidence in the Dock Company, undoubtedly shaken by recent events, would be materially restored by such a step.—We are, etc.,

J. O. P. BLAND,

J. M. DICKINSON,

C. J. DUDGON (by his attorney F. Anderson),

C. R. BURKILL,

P. W. IRVINE,

W. BRUCE ROBERTSON,

A. W. MAITLAND,

F. E. TAYLOR,

L. C. B. EDMONSTON,

T. MORGAN PHILLIPS,

JAMES JOHNSTON (by his attorney M. Hoerter).

Shanghai, 18th April, 1905.

Messrs. J. O. P. BLAND & Co. GENTLEMEN,—I am in receipt of your letter dated April 13th received this afternoon, and although I do not agree with the opening statements, I am at all times pleased to afford the shareholders all information regarding the welfare of the business, and reply to your questions as follows:—

1st.—What is the personnel and financial standing of the London Syndicate? Was it definitely constituted in September of last year?

Ans.—The personnel, I am not at liberty to give. The financial standing of the Syndicate is undoubted, and it was definitely constituted in September of last year when the offer was made.

2nd.—What was precisely the nature of the original firm offer and by whom was it conveyed?

Ans.—The nature of the offer was given to you in a circular dated September 26th. The offer was conveyed by a member of the Syndicate.

3rd.—Is the Syndicate's present offer in a definite form and unconditional, is there any time limit?

Ans.—The present offer is as per circular sent out to the shareholders, dated April 11th. We refused their offer as advised, and are not aware of any time limit.

4th.—What do the Directors recommend in regard to the present offer? What steps, if any, are being taken as regards future negotiations?

Ans.—The Directors refused the offer. No steps are being taken by the Directors in regard to future negotiations, but a telegram was received from the Syndicate here on April 18th, that another proposal had been mailed to us. We are now waiting its arrival.

In conclusion, I have consulted with my Co-directors as to the advisability of convening a meeting regarding the Company's business and prosperity, but they do not consider it necessary to do so, as the annual general meeting is so close at hand, at which all the points you have raised can be discussed, if you should still think it advisable.—Yours etc.,

J. R. TWENTYMAN, Managing Director, Messrs. Farnham, Boyd & Co., Ltd.

Shanghai, 20th April, 1905.

J. R. TWENTYMAN, Esq., Managing Director, Messrs. Farnham, Boyd & Co., Ltd.

SIR,—We have to acknowledge receipt of your letter of the 18th instant, in reply to ours of the 11th.

Noting your refusal to comply with the reasonable requests contained in that communication, and with a view to obtaining for the general attention it deserves, we are forwarding the correspondence for publication in the press. We would observe that under Clause 6 of the Company's Articles of Association, we are entitled to insist on the calling of the extraordinary meeting, which in our letter of the 13th we requested you to convene.

Your letter under reply affords, we think, by its matter and manner, further proof of the necessity for introducing an independent element into the Directorate of Messrs. S. C. Farnham, Boyd & Co., Ltd. In expressing this individual opinion, we take leave also to observe that your conception of the principles which should govern the relations between the Managing Director of a public company and the Shareholders (whose interests he represents) is not of a nature to meet with general acceptance.

We have no doubt that those whose interests are immediately concerned will at the forthcoming general meeting express dissatisfaction with the existing condition of affairs and will insist on being afforded full and definite information in regard to negotiations which seriously affect their property.—We remain, etc.,

J. O. P. BLAND, C. J. DUDGON (by his attorney F. Anderson), C. R. BURKILL, A. W. MAITLAND, P. W. IRVINE, F. E. TAYLOR, T. MORGAN PHILLIPS, W. BRUCE ROBERTSON, J. M. DICKINSON, L. C. B. EDMONSTON.

THE PRESENT OFFER.

The circular letter, referred to in the above correspondence, embodying the Syndicate's offer, is in the terms following:—

Shanghai, 11th April, 1905.

To the shareholders of S. C. Farnham, Boyd & Co., Ltd.

Dear Sir, or Madam,—I am instructed to place before the shareholders the directors' report of the negotiations with the London syndicate.

In the original offer made by the syndicate, the proposed nominal capital was put down at £1,000,000 sterling, any money required to be raised by debentures at 5 per cent. The shareholders to receive £12 10s. in cash and sixteen fully paid-up £1 shares, or equivalent to £28 10s. for each share.

After much discussion and correspondence with the syndicate another offer was made to form two companies, viz:—

The one Company to take over S. C. Farnham, Boyd & Co. to have a capital of £1,000,000 in shares of £1 each, any money required to be raised by debentures at 5 per cent. The second Company to take over the Old Dock Property, Shanghai, and a certain acreage between the Cosmopolitan and International Docks, Pootung, and to erect thereon godowns, etc.

Under the second scheme (if carried through) the shareholders of Messrs. S. C. Farnham, Boyd & Co. would receive out of the same, the following:—

£496,800 cash, or about £9 per present share.

£883,500 in shares in the Dock Company, or about £16 per present share.

£200,000 in debentures in the Godown Company, or £5 10s. per present share.

£200,000 in shares in the Godown Company, or about £5 10s. per present share.

A total in cash shares and debentures of £32 per share.

On the other hand, should S. C. Farnham, Boyd & Co. Company set aside £145,000 for "Working Capital" in the Godown scheme, which was considered beneficial, the profit on would be as follows:—

£351,800 cash, out of the first scheme, or equivalent to about £6 per present share.

£883,500 in £1 shares in the Dock Co., or about £16 per present share.

£345,000 in debentures of the Godown Co., or about £6 per present share.

£345,000 in shares of the Godown Co., or about £6 per present share.

Or a total in cash shares and debentures of £34 per share.

The first offer in its original form seemed to the directors to be acceptable, provided the conditions could be recommended to the shareholders for acceptance. On discussing the question, it was considered, further working capital was necessary and that two Companies should be formed at once, instead of one, but the shareholders' participation in the Dock and the Wharf and Godown Company was considered by the Directors as insufficient, considering the proposed amount of debentures to be issued, they had therefore no other alternative, in the interests of the shareholders, but to reject the proposal.

The Directors regret very much their inability to carry the matter to a successful issue, as the proposal in its final form did not appeal to them as being conducive to the interests of the shareholders. It may seem disappointing, but the disappointment that may be felt now would have been intensified had the Directors accepted conditions prejudicial to the interests of the shareholders.

The Syndicate have so far not withdrawn their final offer.

By Order of the Directors, JAS. H. OSBORNE, Secretary.

LARGEST TROOPSHIP Afloat.

ARRIVES AT HONGKONG.

The New Royal Indian Marine Troopship *Dufferin*, which has been built by Messrs. Vickers, Sons, and Maxim, Limited, arrived in Hongkong harbour yesterday, under the command of Captain A. J. G. Piffard, who was appointed to the vessel in Bombay.

The *Dufferin*, which has come from Bombay with troops and stores, was launched from the Naval Construction Works of Messrs. Vickers, Sons, and Maxim, Limited, Barrow, on Sept. 14th last. She is the largest troopship afloat. The dimensions of the vessel are as follows: Length over all 453ft.; breadth extreme 52ft. 6in., depth moulded to spar deck, 39ft. The vessel is of the spar deck type, with straight stem and elliptical stern, and has four complete decks and a boat deck extending for about half the vessel's length amidships. A cellular double-bottom with a capacity of about 600 tons is provided for carrying fresh water for troops, etc. Under the main deck the vessel is subdivided into a large number of watertight compartments. The watertight doors in these compartments are fitted with the Store-Lloyd system, by means of which all the doors can be closed in a few seconds from the Captain's bridge in case of collision, and thus rendering the ship practically unsinkable. The vessel is built of steel, the scantlings being equal to Lloyd's highest class, and the woodwork throughout is altogether of oak, the better to adapt her for the tropical climate in which she will be employed. She has accommodation for about 100 first and second-class passengers, 1,100 European troops as well as for all the officers, engineers, crew, firemen, officers' servants, soldiers' wives and children, making a total complement of about 1,520.

THE "HARDINGS".

The R.I.M.S. *Hardinge*, Commander G. S. Hewitt, arrived from Kanchi on Saturday with the 129th Baluchis on board. The officers of this regiment are Major Hatch, Lieut. Usater, Cook, Major Parker, Lieut. Borton, Western, Major Price, D.S.O., Lieut. Hamer, Dalziel, Maclean, Dill, Capt. Gibbs, I. M. S., and Mrs. Gibbs, 16 Native officers and 788 rank and file. There are on board the 119th Infantry with the following officers:—Capt. Kreenbeek, one native officer and 114 rank and file. Also the 47th Sikhs, Lieut. Talbot, one native officer and twelve rank and file. The 1st Dogras, Lieut. Fleming, one native officer and twelve rank and file. Lieut. Hordern, R.E., was also on board.

COMMERCIAL.

Advices from Shanghai, 18th inst., state:—Business reported:—Shanghai and Hongkong Wharfs at Tls. 187 for April, and at Tls. 195 for July. Indo-China at Tls. 87. Langkats at Tls. 237/237½ cash, at Tls. 237 for April, at Tls. 242/242½ for June, at Tls. 242½/245 for July, and at Tls. 247 for August. Moonjans at Tls. 25. Lacs at Tls. 24. Horse Bazaar at Tls. 75.

Business done direct:—Shanghai and Hongkong Wharfs at Tls. 189/187½ cash, at Tls. 195 for July, and at Tls. 200 for September. Farnham, Boyds at Tls. 161½/162 for July, and at Tls. 162½/162 for August. Langkats at Tls. 236½ for April, at Tls. 252½ and at Tls. 255 for October. Telephones at Tls. 7½.

CHINESE ENGINEERS.

THE EX-DIRECTOR OF THE KAIPING MINES. In reply to a recent memorial of Viceroy Yun Shih-kai asking what he is to do in regard to Chang Yen-mao in connection with the latter's litigations in England the Throne has commanded the Viceroy to keep a strict supervision over that official and see to it that he be compelled to recover the entire control of the mines in question from foreign management.

Today's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS"

Captain — will be despatched for the above Ports on or about MONDAY, the 1st May.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 25th April, 1905.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SENEGAMBIA"

Captain Jaburg, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st May will be subject to re-shipment.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st May at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 24th April, 1905.

(197)

Today's Advertisements.

SANITARY BOARD OFFICE, HONGKONG.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the CENTRAL DIVISION OF THE CITY OF VICTORIA, AND THE WESTERN DIVISION OF KAU-LUNG occupied by members of more than one family must be Cleaned and Lime-washed THROUGHOUT by the owner during the months of March and April.

N.B.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Slatings and Slat Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West. Kau-lung is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-mai service reservoir to the northern boundary of Kau-lung.

G. N. ORME, Secretary. Dated this 31st day of March, 1905. (196)

THE DAIRY FARM CO., LIMITED.

FINE FRESH SAUSAGES.

OWN MAKE.

25 Cents per Pound.

Hongkong, 25th April, 1905. (145)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"CALCHAS"	25th April.
GLASGOW and LIVERPOOL	"MOYUNE"	26th April.
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	6th May.
GLASGOW and LIVERPOOL	"MENELAUS"	16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.
GLASGOW and LIVERPOOL	"HECTOR"	22nd May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.

S.S. "Calchas" and "Moyune" left Singapore a.m. on the 21st instant, and may be expected to arrive here on the 26th.

OUTWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	23rd June.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th April, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
ILOLO	"SUNGKANG"	25th April.
CEBU	"SINGORA"	26th "
TSINGTAO, CHEFOO and TIENTSIN	"KANSU"	29th "
SHANGHAI	"WOOSUNG"	30th "
MANILA	"TEAN"	2nd May.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	13th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th April, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

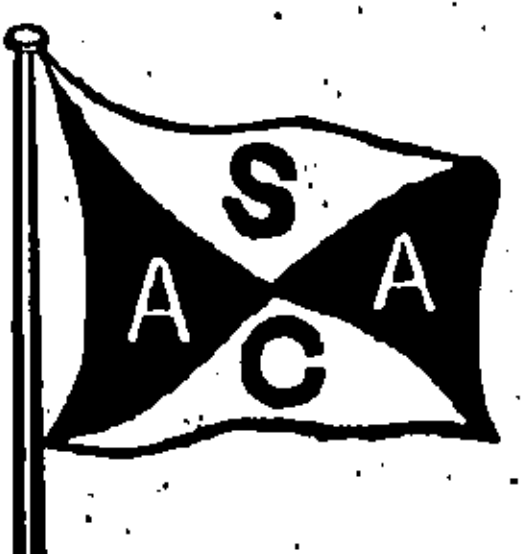
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 29th April, at 10 A.M.
RUBI	2540	A. H. Noley	"	SATURDAY, 6th May, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 24th April, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ATHOLL"	15th May, 1905.
"NORDPOL"	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Brehmer	April 27th, 1905.
"ARABIA"	4,483	Bable	May 11th, "
"ARAGONIA"	5,198	Schmidt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 26th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.
AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN.
"KWONG TUNG" 1,338	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 7.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey...\$4
Meals...\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA.	NAMSANG	WEDNESDAY, 26th April, 3 P.M.
SHANGHAI	AMARA	THURSDAY, 27th April, 4 P.M.
MANILA	YUENSANG	FRIDAY, 28th April, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 25th April, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched for the above Ports, on SATURDAY, the 6th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 11th April, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"
Captain McIntosh, will be despatched as above on or about the 15th May, 1905.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 17th April, 1905.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "ERROLL,"
FROM LIVERPOOL AND GLASGOW.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th April will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th April, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
RODWELL & CO., LIMITED,
Agents.

Hongkong, 16th April, 1905.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"SAGAMI" 20th May, 1905.
"HINDUSTAN" 6th June, "
"ERROLL" following.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 19th April, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6.30 P.M.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$2; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates.—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 50 cents, Return, 90 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied either on board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$5 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,
2nd Floor, No. 15, Victoria Street.
Hongkong, 5th November, 1904.

Hongkong, 21st April, 1905.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 27th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 24th April, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"CHUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Himalaya and Binal.

From Australia, ex S.S. Mormora.

From Calcutta, ex S.S. Sardinia.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Cargo will be landed here unless instructions, are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 20th April, 1905.

Consignees.

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NUMANTIA,"
FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 24th April, 1905.

FROM ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"LANGBANK,"
Captain Rout, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA-LINIE,
Hongkong Office.

Hongkong, 21st April, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE Steamship

"PINNA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY, 26th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 26th instant, at 2 P.M.

All Claims must reach us before the 28th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by ARNHOLD, KARBURG & Co., Agents.

19th April, 1905.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. SATURDAY, the 22nd instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 20th April, 1905.

Compagnie des Messageries Maritimes.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. Dordogne and Adour, from Havre ex s.s. Adour, and from Bordeaux ex s.s. Ville de Cote and Ville de Valenciennes, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after TUESDAY, the 27th April, at Noon, will be subject to rent and landing charges.

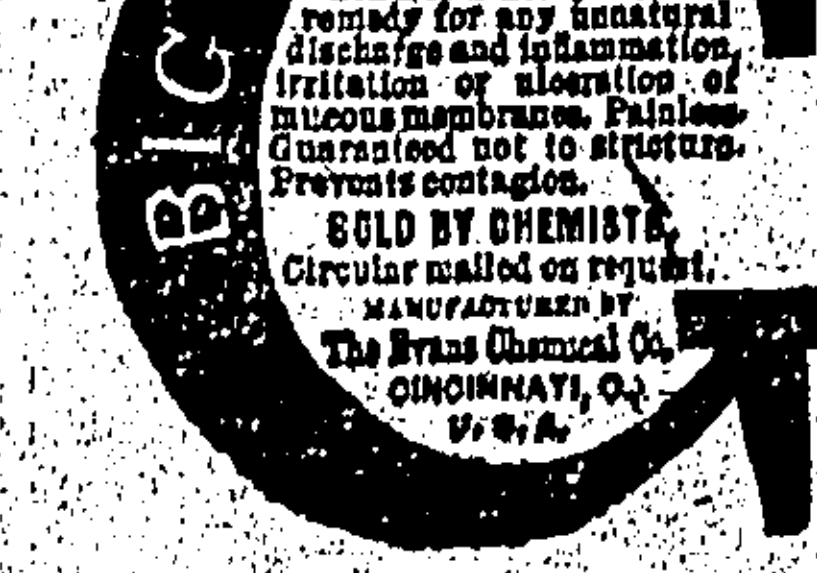
All claims must be sent in to me on or before the 29th April, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 27th April, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th April, 1905.



Entinutions.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily, should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LTD.
1, Ice House Road
Hongkong.

Shipping.

Prins Eitel Friedrich, Ger. s.s., 5,000, E. Frohn,
24th April—Yokohama 15th April, Mails
and Gen.—M. & Co.
Lightning, Br. s.s., 2,122, J. G. Spence, 24th
April—Calcutta 8th April, Penang and
Singapore 10th April, Gen.—D. & Co. Ltd.
Zafiro, Br. s.s., 1,611, R. Rodger, 24th April—
Manila 22nd April, Gen.—S. T. & Co.
Beachley, Br. s.s., 2,465, R. Forsyth, 24th April—
Penang 8th April, Coals—Order.
Kamor, Nor. s.s., 975, S. F. Muus, 24th April—
Chesloe 10th April, Gen.—Mr. A. Burns.
Hue, Br. s.s., 705, Godneau, 24th April—
Halphong via Pakhoi, Hoihow
and Kow-chow-wan 23rd April, Gen.—A. R.
M.
Planet Venus, Br. s.s., 4,000, H. G. Simmler,
24th April—Antwerp via London
24th April, Gen.—N. Y. K.
Chowlat, Ger. s.s., 1,105, H. Textor, 24th April—
Bangkok 18th April, Rice—M. & Co.
Emma Luyken, Ger. s.s., 1,160, H. Martens,
24th April—Java (Pekalongan) 16th April,
Sugar—Chinese.
Hongkong, Fr. s.s., 739, A. Suzzoni, 25th April—
Halphong and Hoihow 24th April, Gen.—
A. R. M.
Yuenan, Br. s.s., 1,128, P. H. Rolfe, 25th
April—Manila 22nd April, Gen.—J. M. &
Co.
Ceylon, Br. s.s., 2,637, C. F. Lockstone, 25th
April—Yokohama 11th April, Gen.—
P. & O. S. N. Co.

Clearances at the Harbour Office.

San Cheong, for Canton.
Ika Verde, for Macao.
Ruangtiah, for Shanghai.
Tremont, for Moji.
Ithaka, for Chinkiang.
Dionid, for Shanghai.
Hongkong, for West River.
Hoihow, for Shan-u-tung.
Boray, for Kuda.
Pundit, for Amoy.
Jacob Diederichsen, for Hoihow.
Kaiyow, for Singapore.
Kaiyow, for Canton.
Tuk Hing, for West River.
Etang, for Swatow.
Planet Venus, for Yokohama.
Taming, for Manila.
Glenfalloch, for Amoy.
Shun Lee, for Kongmoon.
Chukong, for West River.
Chukong, for Chikwan.
Senegambia, for Yokohama.
Hindustan, for Shanghai.

Departures.

April 25.
Tremont, for Tacoma.
Hoihow, for Shanghai.
Maria Valeria, for Shanghai.
Etang, for Tientsin.
Taming, for Cebu.
Jacob Diederichsen, for Halphong.

Passengers arrived.

Per Lightning, from Calcutta, &c.—Dr. S. J.
Manook, Messrs. A. E. Morgan, E. J. Moon,
A. M. Hellus, S. Baak, A. R. Paget, J. Bennis,
300 Chinese, 1 Japanese, and 7 Indians.
Per Zafiro, from Manila—Rear-Admiral
Miller, U.S.N., Mr. and Mrs. I. Putnam, Mrs. C.
Haffel, Mrs. M. E. Polly and child, Mrs. W.
H. Anderson, Mrs. S. T. Hanston and child,
Miss Kate Woods, Master Putnam, Mrs. A. N.
Force, Mrs. G. C. Sellner, Messrs. J. N. Force,
W. I. Hardy, H. B. Pond, Dr. G. S. Lee, Mr.
H. G. Anderson, Messrs. Emil E. Waase, S. T.
Hanston, Mr. and Mrs. A. E. Robinson, Capt.
Sawyer, U.S.N., Capt. Drake, Caulkins, U.S.N.,
Misses M. and B. Wyeth, Bartlett, Steadley,
Marrell, Mrs. Wyeth, Lieut. Comdr. Craven,
U.S.N., Capt. Briggs, U.S.N., Mrs. Hempstead,
Lieut. K. M. Fennell, Messrs. Dy Cuy Tong,
R. R. Landon, S. N. Sen, S. W. Weaver, C. N.
Bernhardt, Dr. C. M. Oman, U.S.N., Lieut. J.
W. Oman, U.S.N., Mr. and Mrs. J. L. de Leon,
Master J. de Leon, Mr. Alberto Barretto, Miss
W. H. McDonald, Capt. Very U.S.N., Capt.
Lyon, U.S.N., Messrs. Zee Tai On, Cheng Toy,
H. Lind, H. C. White, F. Obrien, Mr. and
Mrs. Bana, Miss Robinson, Messrs. H. E.
Hodgson, C. A. Newbaker, Sy Chu, and 49
Chinese.
Per Chowlat, from Bangkok—Dr. Hampton,
and Miss Brown.
Per Yuenan, from Manila—Mr. and Mrs.
Killmann, Messrs. Burns, Mathias, Harris,
Kempster, Wellington, Bishop and Mrs. Old-
ham, Mr. Luson, and 19 Chinese for Amoy.
Per Ceylon, for London from Yokohama—
Miss Blintridge, from Kobe—Master and
Mrs. A. N. Haswell, and Miss Harrell. From
Shanghai—Mr. and Mrs. G. V. T. Marshall and
infant, Mr. and Mrs. W. H. Smith, child and
infant, Miss Holton, Mrs. Loe Smith, Mr. and
Mrs. F. E. Hodges and native servant, and
Master J. E. Law.

Shipping Report.

Sir. Katsow from Shanghai—Strong NE.
winds, attended by heavy rains.
Sir. Yuenan from Manila—Moderate N.
Ely winds, moderate sea, fine weather.
Sir. Zafiro from Manila—Fine weather
throughout, light to fresh NE. wind, and heavy
Nly swell.
Sir. Emma Luyken from Java—Fine weather
outside, strong NE. monsoon, and
heavy NE. swell.

Vessels in Port.

Auchenarden, Br. s.s., 2,560, Crowder, 23rd
April—Kuchindou 17th April, Coal—M.
B. K.
Banca, Br. s.s., 5,095, J. B. Ferguson, 24th
April—Singapore 18th April, Gen.—P. &
O. S. N. Co.
Borneo, Ger. s.s., 1,344, E. Mahle, 15th April—
Batavia 10th April, Timber and Gen.—
M. & Co.
Candia, Br. s.s., 1,300, R. Barger, 24th April—
Barry 3rd Mar., Coal—Order.
Chowlat, Ger. s.s., 1,055, F. Spence, 22nd April—
Bangkok 16th April, Rice, &c.—B. & S.
Coningby, Br. s.s., 2,157, Chas. E. Topp, 17th
April—Cardiff and Feb., Coal—Mr.
Samuels.
Dott, Nor. s.s., 620, J. Gjemre, 19th April—
Bourabaya 8th April, Sugar—Yuan Fat
Tong.
Dufferin, Br. transport, 3,656, A. J. G. Piffard,
24th April—Bombay 11th April, Govt.
Stores—Government.
Gaea, Nor. s.s., 615, H. Dahl, 23rd April—
Bangkok 16th April, Rice and Rice-Bour.
—Chinese.
Germaola, Ger. s.s., 1,713, J. Petersen, 21st
April—Halphong and Hoihow 24th April,
Gen.—J. & Co.
Glenfalloch, Br. s.s., 1,434, R. Pestney, 23rd
April—Singapore 17th April, Gen.—Joo
Tel Sang.

Steamers.

Europe, &c., India, via Tutucon—Per
Armand Dohle, 26th May, 11 A.M.
Manila—Per Zafiro, 26th May, 9 A.M.
Tientsin, Chefoo and Tientsin—Per Kansu,
29th April, 3 P.M.
Shanghai—Per Wosung, 29th April, 5 P.M.
Frederick, Wilhelmshafen, Harbourschiffe,
Batavia, Brisbane, Sydney and Melbourne—Per
Prins Willem, 26th May, 10 A.M.
Shanghai, Moji, Kobe and Yokohama—Per
Tylmaki, 26th May, 10 A.M.
Europe, &c., India, via Tutucon—Per
Armand Dohle, 26th May, 11 A.M.
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Prins Willem, 26th May, 10 A.M.
Shanghai, Moji, Kobe and Yokohama—Per
Tylmaki, 26th May, 10 A.M.

Mails for Canton, Samshul, Wuchow

and Macao will be closed on week days at 7.30
every morning. On Sundays the mail for
Macao will be closed at 8 A.M., and that for
Canton at 9 A.M.
Mails for Namiao, Sanhuo, Kongmoon,
Kumchok, Samshul, Wuchow and Canton
every evening at 5 P.M. On Sundays the mails
will be closed at 9 A.M.
No mail will be closed for Canton on Satur-
day evening.

Hardinge, Br. s.s., 2,076, Comdr. Hewitt, 24th
April—Karachi 7th April, and Singa-
pore 18th April—Government.
Hindustan, Br. s.s., 2,388, P. A. Appleton, 22nd
April—Manila 19th April, Gen.—D. & Co.
Ltd.
Ialaworth, Br. s.s., 1,716, Cox, 18th April—
Saigon 14th April, Rice and Gen.—D. &
Co. Ltd.
Kalsow, Br. s.s., 2,539, W. H. Torrible, 24th
April—Shanghai 21st April, Gen.—B. &
S.
Langbank, Br. s.s., 2,915, J. W. Rout, 21st
April—Singapore 14th April, Gen.—H. A.
L.
Madeleine Rickmers, Ger. s.s., 1,677, D.
Reimers, 19th April—Bangkok 12th April,
Rice and Meal—M. & Co.
Mongolia, Am. s.s., 8,750, W. P. S. Porter, 23rd
April—San Francisco 18th Mar., Honolulu
24th, Yokohama 10th April, Kobe 15th,
Nagasaki 16th, and Shanghai 21st, Mails
and Gen.—P. M. S. S. Co.
Nam Sang, Br. s.s., 3,597, Geo. Payne, 15th
April—Calcutta 1st April, via Penang and
Singapore 9th April, Gen.—M. & Co.
Nubla, Ger. s.s., 3,626, G. Habel, 22nd April—
Moji 17th April, and Swatow 21st, Gen.—
H. A. L.
Numantia, Ger. s.s., 2,803, H. Brehmer, 23rd
April—Portland and Moji 18th April,
—P. & A. S. S. Co.
Rajput, Br. s.s., 3,615, Geo. Craig, 21st April—
Moji 15th April, Coal—J. M. & Co.
Saint Helena, Br. s.s., 2,707, McKee, 14th
April—Cardiff 8th Feb., Coal—Order.
Senegambia, Ger. s.s., 2,663, Z. Eaburg, 24th
April—Singapore 18th April, Gen.—H. A.
L.
Silda, Nor. s.s., 2,007, L. Christiansen, 22nd
April—Moji 10th April, Coal—M. B. K.
Sungking, Br. s.s., 937, Fennefather, 21st
April—Cebu 13th April, and Hoihow 17th,
Sugar and Hemp—B. & S.
Tanglin, Ger. s.s., 1,980, Fr. Leuss, 20th April—
Saigon 15th April, Rice and Gen.—
Chinese.
Tartar, Br. s.s., 2,768, E. Beatham, 25th
April—Vancouver 7th Mar., and Shanghai
22nd April, Gen.—C. P. R. Co.
Telens, Br. s.s., 3,124, N. A. Starkey, 21st April—
Singapore 15th April, Petroleum—A.
K. & Co.

SAILED VESSELS.

A. G. Ropes, Am. ship, 2,302, D. H. Riners,
16th Mar.—Philadelphia 16th Oct., 1904,
Case Oil—S. O. Co.
S. P. Hitchcock, Am. ship, 2,086, E. V. Gates,
22nd Mar.—from New York, Oil and Wax,
S. O. Co.
West York, Br. sq., 720, W. J. L. Foster, 13th
April—Newcastle 15th Jan., Coal—E. A.
T. Co.

Steamers Expected.

Vessels	From	Agents	Due
Calchas	Singapore	B. & S.	April 26
Maurene	Singapore	B. & S.	April 26
Elita Nussack	Singapore	H. A. L.	April 26
Socotra	Singapore	P. & O. Co.	April 26
Tjinnah	Macassar	C. J. J. L.	April 27
Emp. of Japan	Japan	C. P. R. Co.	May 1
Ernest Simons	Singapore	M. M.	May 1
Sulung	Singapore	J. M. & Co.	May 2
Arabis	Portland	P. & A. Co.	May 3
P. Sigismund	Sydney	M. & Co.	May 8

Hongkong & Whampoa Dock Return.

Kongnam at Kowloon Dock.
Ithaka
Maria Rickmers
Fatshan
B. Bjornsen

Post Office.

A Mail will close for—

Kudat and Sandakan—Per Borneo, 26th
April, 8 A.M.
Quang-chow-wan—Per Dominica, 26th April,
8 A.M.
Singapore and Bombay—Per H.I.M.S. Har-
dinger, 26th April, 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Tartar,
26th April, 10 A.M.
Halphong—Per Hongkong, 26th April,
10 A.M.
Panama, &c., India, via Tutucon—Per
P. E. Friedrich, 26th April, 11 A.M.
Macao—Per Hongkong, 26th April, 1 P.M.
Singapore, Penang and Calcutta—Per Nam-
jang, 26th April, 2 P.M.
Hoihow—Per Sungking, 24th April, 3 P.M.
Cebu—Per Singora, 26th April, 3 P.M.
Kobe—Per Silda, 26th April, 3 P.M.
Quang-chow-wan, Hoihow, Pakhoi and
Halphong—Per Hua, 27th April, 9 A.M.
Macao—Per Hongkong, 27th April, 1 P.M.
Shanghai—Per Amara, 27th April, 3 P.M.
Swatow, Amoy and Fouchow—Per Hai-
king, 27th April, 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—Per Mongolia,
28th April, 11 A.M.
Manila—Per Yuenan, 28th April, 3 P.M.
Manila—Per Zafiro, 29th April, 9 A.M.
Tientsin, Chefoo and Tientsin—Per Kansu,
29th April, 3 P.M.

Shanghai, 29th April, 5 P.M.

Frederick, Wilhelmshafen, Harbourschiffe,
Batavia, Brisbane, Sydney and Melbourne—Per
Prins Willem, 26th May, 10 A.M.
Shanghai, Moji, Kobe and Yokohama—Per
Tylmaki, 26th May, 10 A.M.

Europe, &c., India, via Tutucon—Per

Armand Dohle, 26th May, 11 A.M.
Manila—Per Zafiro, 26th May, 9 A.M.
Tientsin, Chefoo and Tientsin—Per Kansu,
29th April, 3 P.M.

Shanghai, 29th April, 5 P.M.

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29th April, 3 P.M.

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Europe, &c., India, via Tutucon—Per

Armand Dohle, 26th May, 11 A.M.
Manila—Per Zafiro, 26th May, 9 A.M.
Tientsin, Chefoo and Tientsin—Per Kansu,
29th April, 3 P.M.

CHINA COAST METEOROLOGICAL REGISTER.

April 24th, 1905, a.m.

	Bar.	Th.	Hum.	Wind.	Wv.
Vladivostok	7 a.m.	70.93	—	—	—
Hakodate	6 a.m.	70.93	—	—	—
Tokio	6 a.m.	70.93	—	—	—
Kobe	6 a.m.	70.93	—	—	—
Nagasaki	6 a.m.	70.93	—	—	—
Kagoshima	6 a.m.	70.93	—	—	—
Oshima	6 a.m.	70.93	—	—	—
Naha	6 a.m.	70.93	—	—	—
Ishigakijima	6 a.m.	70.93	—	—	—
Taihou	6 a.m.	70.93	—	—	—
Taihou	6 a.m.	70.93	—	—	—
Koshu	6 a.m.	70.93	—	—	—
Pescadore	6 a.m.	70.93	—	—	—
Waihaiwei	6 a.m.	70.93	—	—	—
Guttsai	6 a.m.	70.93	—	—	—
Amoy	6 a.m.	70.93	—	—	—
Swatow	6 a.m.	70.93	—	—	—
Canton	6 a.m.	70.93	—	—	—
Hongkong	6 a.m.	70.93	—	—	—
Victoria Peak	6 a.m.	70.93	—	—	—
Gap Rock	6 a.m.	70.93	—	—	—
Macao	6 a.m.	70.93	—	—	—
Halphong	6 a.m.	70.93	—	—	—
Manila	6 a.m.	70.93	—	—	—
Bacolod	6 a.m.	70.93	—	—	—
Hoihow	6 a.m.	70.93	—	—	—
Cebu	6 a.m.	70.93	—	—	—
C. St. James	6 a.m.	70.93	—	—	—

April 25th, 1905, a.m.

	Bar.	Th.	Hum.	Wind.	Wv.
Vladivostok	7 a.m.	70.93	—	—	—
Nemuro	6 a.m.	70.93	—	—	—
Hakodate	6 a.m.	70.93	—	—	—
Tokio	6 a.m.	70.93	—	—	—
Kobe	6 a.m.	70.93	—	—	—
Nagasaki	6 a.m.	70.93	—	—	—
Kagoshima	6 a.m.	70.93	—	—	—
Oshima	6 a.m.	70.93	—	—	—
Naha	6 a.m.	70.93	—	—	—
Ishigakijima	6 a.m.	70.93	—	—	—
Taihou	6 a.m.	70.93	—	—	—
Taihou	6 a.m.	70.93	—	—	—
Koshu	6 a.m.	70.93	—	—	—
Pescadore	6 a.m.	70.93	—	—	—
Waihaiwei	6 a.m.	70.93	—	—	—
Guttsai	6 a.m.	70.93	—	—	—
Amoy	6 a.m.	70.93	—	—	—
Swatow	6 a.m.	70.93	—	—	—

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHIO."

Captain E. Guionnet, will be despatched for
MARSEILLES on TUESDAY, the 2nd
May, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. DUMBEA.....16th May.

S.S. ERNEST SIMONS.....30th May.

S.S. POLYNESIAN.....13th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th April, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL."

Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY, the
6th May, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Victoria, 6,522 tons, from
Colombo. Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 18th June.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 22nd April, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyna	4,417	G. V. Williams	At May 2
Hyades	3,753	Geo. Wright	May 23

† Cargo only.

Steamer marked (*) have no second-class
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARD.

The twin-screw s.s. *Shawmut* and *Trinmont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 25th April, 1905.

BOO CHEONG.

昌發

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Eklans Duplicator.

Hongkong, 25th February, 1905.

For Sale.

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR
BOAT, handomely finished, fitted with
Cushions, Awning, &c. A brand new 3½ Horse
Power Motor never been used for more than
test trials, everything in excellent condition,
speed 9 miles.

Apply to—

ORIENTAL CONSTRUCTION CO.,
Alexandra Buildings.
Hongkong, 13th April, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$3.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 19th January, 1905.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

To Let.

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsing
Tao Tsoi, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905.

TO LET.

A LARGE AND COMMODIOUS HOUSE

TO LET IN MACAO.

No. 93, Street "CONSULHEIRO FERREIRA
D'ALMEIDA."

Apply to—

SANTA CASA OFFICE,

MACAO.

Macao, 20th April, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection: CON-
NAUGHT ROAD (near BLAKE PIKE).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

Dentistry.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,

37, Des Vieux Road CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

TWIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILLAN STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 4th July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
HANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$150,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11/916=\$25.46 for second half-year 1904	\$785 buyers {London 280}
National Bank of China, Limited	1,000,000	£7	£7	\$175,133 \$191,973	\$21,668	\$2 (London 3/6) for 1903	\$37
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	\$285 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$90,000 \$151,992 \$362,166 \$371,445	Nil.	\$24 for year ended 30.4.1904	\$57
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$2,000 \$177,749 \$803,111 \$340,773 \$700,000 \$37,794 \$1,000,000	\$2,078,997	\$35 for 1903	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$37,794	\$486,284	\$12 and \$3 special dividend for 1903	\$160 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$15,075 \$1,350	\$329,047	\$6 dividend & \$1 bonus for 1903	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,203,395	\$360,372	\$34 for 1903	\$307 1/2
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$18,000 \$81,419	\$8,832	\$1 for 1904	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$600,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$205,000 \$100,000	\$26,166	\$1 for second half-year 1904	\$26 1/2 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	Tls. 25,000	£5,853	10/- for 1903 @ 1/10 \$16=\$32.80	\$123
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 43,762	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	Tls. 54 buyers
Do. (Preference)	100,000	£1	£1	£40,000	£58,852	Interim of 1/- (Coupon No. 5) for 1904	Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$60,000 \$15,093	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04	\$37 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000 \$21,675 \$130,153	\$21,231	\$20 for 1904	\$125 sales
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 125,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	Tls. 28 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$450,000 none	\$2,812 \$5,087	Final of \$15 making \$20 for 1904	\$22 1/2
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	Tls. 100,000	Dr. \$2,812	\$3 for 1897	\$27 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	Tls. 55 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	none	Dr. £4,029	No. 3 of 1/6	Tls. 7 1/2 sales
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	none	G. \$67,093	50 cents making G. \$1 for 1904	G. \$17 1/2 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	Dr. £4,029	No. 12 of 1/-=48 cents	\$4 sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £4,029	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
DOCKS, WHARVES & GODOWNS.							
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$700,000 \$18,423 \$10,000 \$300,000 \$250,000	\$8,577	\$3.75 for 1904	\$35 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$33,500	\$29,422	Final of \$2 1/2 making \$5 for 1904	\$107
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$60,000 \$55,500	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	\$204
Howarth Erskine, Limited	12,000	\$100	\$100	\$55,500	\$489	\$10 div. & \$5 bonus for year end. 30/6/04	\$275 buyers
New Amoy Dock Company, Limited	6,000	\$61	\$61	\$150,000	\$40,936	\$12 for 1903	\$21 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	Tls. 900,000	Tls. 48,153	\$7 dividend	\$50 buyers
Do. (Preference)	2,500	Tls. 100	Tls. 100	Tls. 48,153	Tls. 48,153	\$5 interim for 1904 1/2	Tls. 157 sales
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	Tls. 187 1/2 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	\$2,100,000 Tls. 17,100	Tls. 2,762	\$20 for 2nd half year making \$26 for 1904	\$400 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	none	\$9,989	Tls. 18 for 1904	Tls. 187 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	none	Tls. 806	\$2 1/2 for year ended 30.6.1904	\$29 sales
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 34,000 Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	Tls. 145 ex div.
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	\$140 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$250,000 Tls. 13,986	\$37,875 Tls. 680	Final of \$6 making \$12 for 1904	\$129
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$200,994 \$50,000	\$11,958	Tls. 0.87 1/2 for the year ending 31.3.1904	Tls. 22 1/2 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	none	\$377	90 cents for 1904	\$12.60 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	none	\$377	\$3 for 1904	\$304 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	Tls. 828,813 Tls. 170,000	Tls. 40,616	[Tls. 3 final and Tls. 2 bonus making]	Tls. 115 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	none	Tls. 670	Tls. 8 for 1904	Tls. 47
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 67,300	Tls. 725	Tls. 5 for 1904	Tls. 125
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	none	Tls. 5,150	Final of Tls. 4 making Tls. 7 for 1904	Tls. 12 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	\$1,247	None	Tls. 12 buyers
West Point Building Company, Limited	42,500	\$50	\$50	none	Tls. 11,655	Final of \$1.70 making \$3.20 for 1904	\$55 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	Tls. 38 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	\$161
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,659	Interim of 3 % a/c 1898	Tls. 40
Laou-kung-mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	Tls. 42 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	Tls. 150
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779	Nil	\$125 for year ending 30.6.1900	\$100
Philippine Company, Limited	67,500	\$10	\$10	none	...	First year	\$91 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 23,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	Tls. 68 sales
MISCELLANEOUS.							
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Interim of 50 cents for 1904	\$13 buyers
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	...	First year	\$115 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	359
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$3 for 1904	\$32
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	\$3 for 1904	\$22 sellers
Do. (Founders)	123	\$15	\$12	...	...	None	\$100
Do. (New Issue)	24,000	\$15	\$12	...	...	Preferential of 7 per cent for 1904	\$38
China Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	\$15
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	Tls. 65 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	\$100
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$5,000	\$1,581	80 cents for 1904	\$84
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	Dr. Tls. 12,318	\$1 1/2 for year ending 31.7.1903	\$171 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	\$2,706	Tls. 5 for 1902	Tls. 25 sales
Fraser & Neave, Limited	100,000	\$10	\$10	\$12,500 \$200,000	\$2,706	\$2 div. and \$2 1/2 bonus for 1903	\$93 buyers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$25,000	\$95,054	\$3 for 1904	\$27 sales
Do. (New Issue)	50,000	\$10	\$5	\$180,000	\$7,551	\$3 for 1904	\$17 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$23,109 £3,000	£7,625	Final of \$1 1/2 making \$2 1/2	\$25 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	...	...	£1 div. and 2/- bonus for 1903	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	\$10 cents for year ending 30.4.1904	\$171 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,795	\$15 for year ending 30.11.1904	\$200 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,356	Final of \$13 making \$17 for 1904	\$245
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$11,137	\$1 for 1904	\$150 sales
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$299	Final of 70 cts. and 50 cts. bonus making	\$184 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$475,000	\$3,400	\$10 for the year ended 30.9.04	\$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	25,500	\$100	\$100	none	\$21,582	\$8 for 1903	\$135 buyers
Mantschoplat (ot) Mijh, Bosch-en Landbouw- plaat in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	1st quarterly of Tls. 7 1/2 paid 15.3.05	Tls. 246 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	...	\$2 for year ending 31.10.1903	\$23
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$10,000	\$832	Final of \$3 making \$5 for the year ending	\$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none	Dr. \$5,537	\$30,000	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 8 for 1904	Tls. 112 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 50,000	Tls. 10,247	Tls. 5 for 1903	Tls. 75 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,668	Final of Tls. 8 making Tls. 14 for 1904	Tls. 150 sales
Shanghai Waterworks Company, Limited	7,300	£20	£10	Tls. 140,000	Tls. 7,300	Final of 37/6 making 5/6 for 1904	Tls. 410
Singapore Dispensary, Limited	600	\$50	\$50	\$20,000	\$1,769	\$62 for year ended 31.7.1904	\$80
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	\$243 sales
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$5,644	60 cents for year ended 31.5.04	\$7 buyers
Straits Ice Company, Limited	10,000	\$5	\$5	none	\$700	First year	\$44 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$750,000 \$50,000	\$2,813	\$10 for second half year 1904	\$150 sales
Tientsin Native City Waterworks Company, Ltd.	12,941	Tls. 100	Tls. 100	none	Tls. 2,023	\$1 div. and 35 cents bonus for half year	\$24 buyers
Tientsin Waterworks Co. Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,211	Tls. 3 for half year	Tls. 125 sales
United Asbestos Oriental Agency, Limited	9,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,211	Final of Tls. 8 making Tls. 8 for 1903 1/2	\$91 buyers
Do. (Founders)	100	£10	£10	\$10,000	\$486	100 cents for year ended 31.5.1904	\$180 buyers
William Powell, Limited	12,000	\$10	\$10	\$1,000	\$88	Interim of 50 cents for year 1901/1902	\$111 buyers